

a stabilizing device configured to prevent tipping of the truck and comprising a plurality of wheel load sensors, each load sensor connected to an individual wheel and configured to measure a wheel load; and

a monitoring device, wherein the load sensors are connected to the monitoring device which is configured to control or regulate at least one of the load lifting system and the drive system of the truck based on the wheel load sensor data,

wherein at least two wheels of the truck have a speed-of-rotation sensor connected to the monitoring device, and

wherein the truck includes a front axle and at least one wheel on the front axle of the truck has a wheel bearing with an integrated wheel load sensor.

7. (Amended) The industrial truck as claimed in claim 1, wherein each speed-of-rotation sensor is integrated into a wheel bearing.

11. (Amended) The industrial truck as claimed in claim 1, wherein the two wheels with the speed-of-rotation sensors are located on the same axle.

#### REMARKS

This Amendment cancels claims 4, 6, and 16-20 and amends claims 1, 7, and 11 in accordance with the original disclosure. Support for the amendments to claim 1 is found, for example, in canceled claims 4 and 6. Claims 1-3, 5, and 7-15 remain in this application.

Claims 1, 3, 5, 9, and 10 stand rejected for obviousness over the teachings of U.S. Patent No. 6,050,770 to Avitan in view of the teachings of U.S. Patent No. 4,520,443 to Yuki et al. (hereinafter "Yuki"). In view of the above amendments and the following remarks, reconsideration of these rejections is respectfully requested.

Claim 1, as amended, is directed to an industrial truck having a plurality of wheels, a load lifting system, and a drive system. The truck also includes a stabilizing device comprising a plurality of wheel load sensors, with each load sensor connected to an individual wheel and configured to measure a wheel load. The load sensors are connected to